

ROYAL NAVAL DIVISION.
FURBER SCHOOL BATTALION.
A VISA ALUMINUM have given
Official permission for raising a
Battalion of 1,000 men, which will be
seriously limited to the school of
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants waiting to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

CAILLE
5 SPEED PORTABLE
MOTORS
Magneto and Battery
Ignition Combined.
The very latest in Portable
Motors.
ALEX. ROSS & Co.,
Machinery Office,
4, Des Vaux Road Central.

No. 17,988. 號八十八百九千七第 日一初月二十年卯乙 HONGKONG, WEDNESDAY, JANUARY 5th, 1916. 三拜禮 號五月正年五國民華中. PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Jan. 5th.—Europe (via Siberia), per s.s. *Osaka*.
Jan. 7th.—The English mail, per s.s. *Nelvana*.
TO DEPART.
Jan. 9th.—Europe via Siberia, at 8 p.m., per s.s. *SEANTUNG*.
Jan. 8th.—Europe via Siberia, at 5 p.m., per s.s. *CHENAN*.
Jan. 9th.—United States, South America, and Canada via San Francisco, United Kingdom via Victoria, B.C., at 9 a.m., per s.s. *Asakawa*.
Jan. 11th.—Shanghai, North China, Japan via Moji, United States, South America, via Tacoma, Canada, United Kingdom via Victoria, B.C., at 1 p.m., per s.s. *Tacoma Maru*.
Jan. 11th.—Haiphong, Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe, at 2 p.m., per s.s. *Arzoo*.
Jan. 13th.—Straits, Colombo, Durban, Cape Town, Madeira and United Kingdom, at 11 a.m., per s.s. *Mitsushima Maru*.
Jan. 14th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 2 p.m., per s.s. *Novara*.
Jan. 15th.—Shanghai, North China, Japan via Moji, United States, South America, via Seattle, Canada, United Kingdom via Victoria, B.C., at 11 a.m., per s.s. *Sado Maru*.
N.B.—For further returns and for Mails to and from the Coast, Port, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1915. [119]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK-DAYS.
1.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 15 " "
10.00 " " 11.00 " " 15 " "
11.00 " " 12.00 p.m. " " 15 " "
12.00 p.m. to 1.00 p.m. " " 15 " "
1.00 p.m. to 1.15 " " 15 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 15 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.00 " " 15 " "
3.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.00 p.m. and 9.00 p.m. 8.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 15 " "
11.00 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 15 " "
1.00 p.m. to 8.00 " " 15 " "
8.00 " " 9.00 " " 15 " "
9.00 " " 9.30 " " 15 " "
9.30 " " 8.10 " " 10 " "

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadors order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 15th June, 1915. [25]

FOR SALE.

CORONATION POSTAGE STAMPS OF JAPAN,
at \$1 per Complete Set.

GRACA & CO.,

No. 4, WINDHAM STREET.

Hongkong, 15th December, 1915. [110]

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, providing all modern conveniences.

American or European Plan.

Rates \$4 and \$6 per day.

Special terms to monthly guests.

Cable address: SAVOY. Telephone No. 2510.
C. A. MIDDLE,
Manager.

MITSU-BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BATTERY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Steam Engines, Bronze Castings,
Person's Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
DOCK No. 1. DOCK No. 2. DOCK No. 3.
Length on Keel Blocks ... 510 feet ... 350 feet ... 714 feet.
Width of Entrance on bottom ... 77 " ... 53 " ... 84 " .
Water on Blocks at Spring Tide ... 32 " ... 32 " ... 34 " .
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 718 tons and 13 knots.
Two Floating Cranes of 60 and 30 tons each, besides 160 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 460 feet ... 580 feet.
Max. Breadth of Ship taken in ... 58 " ... 68 " .
Max. Draft of Ship taken in ... 32 " ... 36 " .
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 363 feet-0 inch.
Breadth at Entrance on bottom ... 56 " ... 0 " .
Depth of Water on Blocks at Spring Tide ... 25 " ... 7 " .
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [73]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS,
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:

Competes with the best quality English Cokes or
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914.

AGENTS. [26]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER

THE SHORTEST, QUIKKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRTEEN-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Tientsin)-Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class	2nd Class	3rd Class	4th Class	1st Class	2nd Class	3rd Class	4th Class
Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai
11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.
1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.
3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.
5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.
7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.
9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.
11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.

* Russian Train Time is 25 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hsiao-sung (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL STEAMERS CO. & EXPRESS TRAVEL CO.; Messrs. THOS. COOK & SON, the NIPPON BUSINESSMAN; and the NIPPON YUSEN KAISHA, Shanghai, from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add. "MANZHU."

Codes: A.B.C. 5th Ed., A1 and Lieber's

FUSHUN COAL.

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Quidao, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

KELLY & WALSH, LTD.

YOU cannot do better than give a FOUNTAIN PEN

There is no more useful gift.

"SWAN"

WATERMAN "IDEAL"

"ONOTO" SELF FILLING

A wide range of styles to suit every writer.

PIPES, CIGARS, TOBACCO,

CIGARETTES.

DIARIES 1916.

DAILY MAIL "YEAR BOOK."

GIFT BOOKS FOR CHILDREN.

Girl's Own Annual ... \$6.00

Bo-Peep, for Little Folks ... 2.00

Chatterbox ... 2.40

Sund y ... 2.40

Little Folks ... 4.00

Wild Animals I have Known, by Ernest Thompson Seton ... 4.00

Tox Books. PAINTING BOOKS

TUCK'S ZAG-ZAW PUZZLES

HARBUITS PLASTICINE

The ever Popular Spelling Game Word

MAKING AND WORD TAKING.

Large quantity Colonial Novels to clear at 3 for \$1.00 [14]

WISEMAN, LTD.

TELEPHONE 407.

FRESH ARRIVAL OF

PEEK FREAN'S BISCUITS

SOLD IN SMALL TINS OR BY WEIGHT.

Hongkong, 1st January, 1916. [19]

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

113

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Size.

SMOKELESS POWDER AND CHILLED SHOT. From No. 8SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [69]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA SATO, SHINNEW AND KAMITAMADA Collieries.

AGENTS FOR SAKITO AND OTUBARI Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KANATSU, WAKAMATSU, OTABU, MIYOSAKI, HAKODATE, KOBÉ, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSUBUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "IWASAKI."
Codes: A.I. A.B.C. 5th Ed., Western Union.

AGENTS: CHINKIANG—Messrs. GRANTING & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BONHOMME & Co. LTD. GLASGOW—Messrs. A. P. BROWN, McFARLANE & Co., LTD.

For Particulars, apply to K. KATO, Manager, No. 2, Pedder Street, Hongkong. Hongkong 24th April, 1914. [71]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canon Cameras in Various Slides.

TELEPHONE 1215.

Hongkong, 4th February, 1915. [70]

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

115

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1915. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th August, 1915.

HOTELS

THE HONGKONG HOTEL

AND

GRILL ROOM.

J. H. TAGGART,

Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL, Manager. [25]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.

Noted for the best Food, Refreshment Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 P.M. to 11.30 P.M.

Special monthly terms for residents and for shipping people.

For further particulars apply to—

MANAGER

Telephone 127.

Telegraphic address: "COMFORT."

[19]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephone in Every Room, prompt connection maintained by the lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Banquet and Steamer.

P. O. FEUSTER, Manager [121]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE and COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

For further particulars, apply to—

THE MANAGER,

Macau.

Tel. Add. "Phoenix," Macau.

1st February, 1915. [131]

VICTORIA HOTEL.

CANTON.

Situated on the British Concession, Shameen.

The only European Hotel in Canton.

Guides and Chairs provided.

Every information and special attention given to Tourists.

Reasonable Rates.

Under the personal Management of Mr and Mrs. G. E. BYLES

[122]

ENTERTAINMENT

WILL THERE be a VICTROLA in your HOME this CHRISTMAS.



PRICES AND STYLES TO SUIT ALL.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[29-3]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	\$5.00
Return " " (available also for return by day steamer)	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	4.00
Return " " " " " " " " " "	...	...	...	8.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 5th JANUARY, 1916.

8.00 a.m. HONGSHAN. 8.00 a.m. HUNAM.

10.00 p.m. KINSHAN. 4.30 p.m. FATHAN.

THURSDAY, 6th JANUARY, 1916.

8.00 a.m. HUNAM. 8.00 a.m. HONGSHAN.

10.00 p.m. FATHAN. 4.30 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAIHAN, Tons 2,008.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 9th JANUARY, 1916.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SALAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAL and SANG. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [123]

At times of
crisis it must
be Bovril

BRITISH TO THE BACKBONE

CHINESE CURIOS.

A CHINESE has lately brought from Peking many kinds of CURIOS.

The collection is on view at the MING LEE Boarding House, No. 119, Connaught Road Central, First Floor, and may be seen any day between the hours of 1 p.m. and 4 p.m.

All those who are interested in such articles are cordially invited to pay a visit of inspection.

Hongkong, 28th December, 1915. [116]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply—A. B. AVARIA,

Care of E. PARANET,

No. 1, Duddell Street.

Hongkong, 2nd February, 1916. [63]

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PAJAM, LIMITED.

SIXTH ANNUAL GENERAL MEETING.

The sixth annual general meeting of the above Company took place at Singapore last week, Mr. W. L. Watling presiding.

The directors' report and accounts for the year ended September 30th, 1915, were received and adopted, and a final dividend of 25 per cent., making a total of 45 per cent. for the year, was declared.

The Chairman, during the course of his remarks, said it must be borne in mind that the present year's dividend had been earned with the price of rubber much lower than that ruling lately. The stock of rubber has been realized at much above the value placed upon it in the balance sheet. The average output per acre—480 lbs.—would be considered satisfactory. In the moderate increase of 32,000 lbs. in the estimated crop for this year, allowance was made for a diminution of latex, ensuing from an alteration in the system of tapping. In this measure the directors had been prudent with a view to preserving the trees in good bearing condition. During the last purchase of 160 acres situated in the previous working year, 35 acres were in bearing, and in the current period probably all that area would be producing. With their capital, leaving reserve fund out of the calculation, the cost of the estate worked out at about £46, and this with nearly the whole area in the productive state.

ALOR GAJAH RUBBER CO.

Mr. W. W. Sims presided at the annual meeting of the Alor Gajah Rubber Co., held at Singapore last week.

The Chairman said the shareholders would notice that the profit for the year was \$68,185.64, being over fifty per cent. on the Company's capital. He thought they could feel assured that the dividend for next year would be a very favourable one, and better still as the years followed on.

Mr. Peck asked for information regarding the all-in cost of production. He estimated it at 1s. 1d., whereas the management had stated that it would be from 9d. to 1s.

Mr. Sims, in reply, said that the all-in costs were slightly over one shilling per pound; it was a mistake to have estimated such a low figure as 9d. to 1s. In fact he hoped the shareholders would not expect a reduction of a penny per pound, year by year, from all-in costs. From his personal point of view, it was a mistake to go on taking all out of the estate, and putting it back in.

A final dividend of 25 per cent., making 45 per cent. for the year, was proposed and carried.

A CITY LINER ATTACKED.

EXCITING ADVENTURE IN THE MEDITERRANEAN.

The Ellerman liner, *City of Marseilles*, which arrived at Bombay on December 8th with many passengers, had an exciting adventure with a submarine, an adventure, however, which was fraught with no serious consequences, for the vessel met a German submarine in the Mediterranean, was pursued, fired upon without being actually hit and finally shook off her pursuer.

The *City of Marseilles* arrived at Marseilles on Sunday afternoon, November 21st, leaving that port on the morning of the next day. Shortly before 8.40 on Tuesday morning, the 33rd, as the vessel was off the Sardinian coast, a submarine was sighted. It was some 3 miles distant, on the starboard quarter. Instantly and without any warning the submarine opened fire upon the liner.

The first shot did not hit the vessel, although fragments of the shell as it burst were scattered upon the decks. The liner was worked up to its maximum speed and when a second shot from the pirate had barely missed the rudder, falling in the sea just astern and deluging the poop with spray, she opened fire with her stern gun. The enemy vessel continued firing, but none of the shells hit the ship, the splinters of one, however, striking the bridge and those of another falling on the quarter-deck. In all, eight shots were fired at the *City of Marseilles*, to which she replied with six, after the last of which the submarine was observed to have a decided list to port, a fact that leads to the supposition that this shot at least found its mark. Soon after this the submarine disappeared, either crippled by the last shot, or resolved that the location was too uncomfortable for a longer stay. This was the last seen of her.

The passengers were all below during the interchange of shots. Afterwards they opened a subscription and presented the captain of the vessel with a handsome cheque, as a recognition of his gallant services. So far as could be seen, no torpedo was discharged at the liner. Indeed, the submarine was always just a little beyond effective torpedo range and contented herself with firing her gun.

A law will soon take effect in France, according to the dispositions of which the vacant places in the Public Administration of the State Departments, communes, and colonies will be, to the greatest possible extent, reserved to the mutilated soldiers as well as to the mothers, wives or daughters of fallen or invalid soldiers. General Gallieni has already applied these measures to the services of the Central Administration at the Ministry of War, where many officials have been sent at once to their depots, and replaced by the people mentioned above.

LATEST STEAMER MOVEMENT.

The str. *Kothomba* is expected here from New York on 6th January.

RUSSIA'S WAR SUPPLIES.

THE TRANS-SIBERIAN RAILWAY.

So far as Russia is concerned, writes Mr. James Armstrong in the *World's Work*, she suffers seriously from the fact that Vladivostok is a port of little commercial utility. It has been side-tracked in the scheme of transportation development. When that momentous enterprise known as the Trans-Siberian Railway was inaugurated, it was proposed to link Petrograd and the other European Russian cities direct with the distant port upon the Pacific seaboard, but political considerations brought about a revision of the original all-Russian railway scheme.

But the modification of the original plan was not brought about until the highway had been commenced. The proposal was to build from east and west simultaneously. This idea was practically fulfilled, a length of track being laid from Vladivostok to Khabarovsk, a distance of approximately 477 miles, and known as the Osourri section. From Khabarovsk the line was to be run through the Amur River valley to Blagoveshchensk, to which the rail head was carried eastwards to the Manchurian frontier, to effect a junction with a line running across Manchuria via Harbin, Kailar, and Nagadai to link up with the main line once more near Tschita. This was in the character of a cut-off saving the circuitous run via Khabarovsk and Blagoveshchensk.

In 1908, came the momentous deal with China, whereby Port Arthur was ceded to the Russian Empire. This transaction gave the latter superior ports—Port Arthur and Dalgai—available the whole year round. Accordingly the section of railway down the Amur River Valley was abandoned, although the line was completed as far as Blagoveshchensk. Still the main channel of traffic was from Port Arthur, through Mukden to Harbin and then by way of the Manchurian Railway to Tschita.

VALUE OF JAPAN'S CO-OPERATION.

Although this subsequent revision brought about the abandonment of the all-Russian trans-continental traffic upon the latter through Russia territory could be maintained between Khabarovsk and Blagoveshchensk the river is navigable, so that the gap between the two railheads could be spanned by water, but this practice suffered from the fact that the waterway is open during the summer while movement is impeded by all the inconveniences and deficiencies of trans-shipment.

Russia undoubtedly concluded that she had completed an excellent bargain, but she was rudely awakened by the Russo-Japanese war. Owing to the breach in the western section she could only ship supplies and munitions from the east with difficulty, and the blockade of Vladivostok virtually closed the Osourri line. The upshot of the war left her in a still more serious plight, because Japan assumed control of the Manchurian Railway network, thereby bringing about the complete isolation of the Pacific port and reducing the Osourri Railway to a useless length of line able only to handle local traffic, which is far from being adequate to prove remunerative.

Under the circumstances it is somewhat surprising that Russia did not concentrate her energies upon bridging the last lap between Blagoveshchensk and Khabarovsk but was content to rely upon the indifferent connection offered by the waterway.

As is well-known, the original Trans-Siberian Railway was merely a single line, and indifferently built at that. It broke down lamentably under the strains imposed as a consequence of the Eastern war. Upon the conclusion of hostilities the re-organization and virtual reconstruction of the trans-continental line was handed over to the late Prince Khilkoff, probably the greatest railway builder which Russia has produced.

He brought the fruits of his experience in railway building and management gained in Britain and the United States to bear upon the issue, and wrought a wonderful change. The railway was re-built from end to end while double tracking was taken in hand.

During the Russo-Japanese war he displayed his prowess very strikingly by building the section around the southern stretch of Lake Baikal, one of the most difficult pieces of work ever consummated, and completed it in record time in order to give his country direct and continuous railway communication with the Eastern battle front.

Upon the conclusion of the campaign Japan set out to overhaul the Manchurian railways, and also built a new length of line through difficult country from Fusan, the treaty port of Korea, through Seoul and Antung to Mukden. This development converted the latter point into an important railway junction inasmuch as previously the solitary line ran southwards to Dalgai and Port Arthur.

SIGNIFICANCE OF MANCHURIAN RAILWAY.

The completion of a treaty between Russia and Japan and the fact that an alliance exists between Britain and Japan has solved what might otherwise have been an extremely critical problem. Japan is lending the whole of her assistance to the cause of her Allies and is heartily co-operating with Russia.

The circumstance that Japan's mercantile fleet is intact is of great significance, inasmuch as the bulk of the supplies are being handled expeditiously thereby. As a matter of fact, the Pacific has been virtually bridged by a series of steamships which are ceaselessly swinging to and fro.

While the faster ships put in at Yokohama, whence freight is shipped across the island and the inner sea to Fusan, other vessels proceed direct to the mainland ports. The fact that four ports are

HONGKONG VOLUNTEERS.

CORPS ORDERED BY LIEUT.-COL. A. CHAPMAN, V.D.

RESIGNATION.

1.—No. 1866 Private A. Place is permitted to resign, on leaving the Colony, dated 24th December, 1915.

KING'S PARK RANGE.

2.—This range is allotted to the Civil Service Company from 2 p.m. till dusk on the 3rd Sunday in January, February and March.

PARADES.

3.—Parades for Wednesday, 5th inst.:—
7 a.m. Members of Signalling Section and other Signallers, as detailed in Signalling Section Order, dated 8th December, 1915. Semaphore practice at Headquarters.

5.15 p.m. Recruits of Engineer Co., Musketry and Rifle exercises at Tai-koo Dockyard under Sergt. Everest.

5.15 p.m. Civil Service Co., Drill at Headquarters.

5.15 p.m. Signalling Section, Squad drill at Headquarters.

Remainder, nil.

DETAIL.

4.—Gun Club Hill, Kowloon:—
On duty until morning of 8th inst.: H.K.V.R.

P. of W. Camp, Kowloon:—
On duty until morning of 8th inst.: H.K.V.R.

UNITED SERVICES HOCKEY LEAGUE.

The Corps has entered a team in this league and a meeting in connection therewith will be held at Headquarters, at 6.30 p.m., to-day, at which all members of the Corps interested in hockey are particularly requested to attend.

HONGKONG POLICE RESERVE

MUSKETRY.

The Route March ordered for Saturday, January 8th, is hereby cancelled. In place thereof, Nos. 2 and 3 Companies will proceed to Stonecutter's Range for Volley Firing. Only those who have passed Part I. of the Musketry Course will attend, and no absence from this important parade will be permitted except on medical grounds. Men will take their own rifles and the whole of the ammunition issued to them, a portion of which will be used at this practice. Uniform, caps and covers. Leave Blake Pier as follows:—

No. 3 Company.—1.30 p.m. punctually.

No. 2 Company.—3 p.m. punctually.

All Inspectors on the Staff who are ex-members of the Regular Police will also attend the Range, leaving Blake Pier at either of the above hours.

The men of No. 3 Company will attend at the Central Station, Thursday, January 6th. See orders below.

PARADES, ETC.

In Uniform, caps and covers, rifles and ammunition.
Wednesday, January 6th.—No. 2 Company, 5.30 p.m.

Thursday, January 6th.—No. 3 Company, also No. 4 Company, and Recruits of all Companies, 5.30 p.m.

Sunday, January 9th.—Musketry Course, Part II., for all N.C. Officers.

CANTON.

With reference to orders of December 8th to 9th, Canton accounts will be sent to-day to Platoon Commanders. Same must be collected and paid to the Orderly Room Sergeant on or before January 15th. No payment is to be made either to the Canton or at the Central Station.

F. C. JANKIN,
D. S. P. (Reserve).

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 1st January, is as follows:—

	Receipts for week.	Aggregate receipts to 31 Dec.
This year	\$11,661	\$57,665
Last year	10,201	58,369
Increase	860	8,369
Decrease		5,700

available for unloading is also of far-reaching consequence because it prevents any possibility of congestion and delay. Vessels may readily be diverted from one destination to the other, according to the facilities available for removing the goods expeditiously by rail.

Then, again, the fact that Japan is participating in the production of munitions must not be overlooked, and this source of production is contributory to the steady continuous movement of supplies. The Pacific passage is somewhat uncertain, inasmuch as the progress of the campaign, especially of tramps, is governed in a great measure by weather conditions. The water schedule may readily be thrown away. But such a circumstance cannot affect the main issue, because the product of the Japanese munitions factories can be sent forward to fill any trains that may be waiting.

Owing to the enormous length of the battle line in the East the distribution of the supplies as they arrive over the Trans-Siberian is a task in itself. But at Ekaterinburg the trans-continental line links up with the European Russian railway network radiating to all corners of the country between the Black and White Seas.

The benefits accruing from the double tracking of the Trans-Siberian Railway are being experienced at the present critical moment. By subjugating all other traffic to the needs of the military it is possible to move the supplies from the Pacific ports to the front in about twelve to fourteen days. Indeed, the crossing of the mighty Russian Empire, notwithstanding the greater mileage to be covered, is more expeditious and easier than the traversing of the United States.

HOUSES TO LET

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled.
Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.
Outhouses and Grass Tennis Court.
Shortly available for occupation.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd December, 1915. [111]

TO LET.

OFFICES in Queen's Building.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th December, 1915. [105]

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916.

Apply to—
J. VINCENT BRAGA,
Togo Kien Kalahe,
Hongkong, 16th November, 1915. [100]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.

Apply to—
M. J. D. STEPHENS,
Hongkong, 18th November, 1915. [97]

TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARSTON,
Hongkong, 10th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

Apply—
LINSTED & DAVIS,
Hongkong, 18th October, 1915. [88]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [87]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1915. [83]

TO LET—FULLY FURNISHED.

"A BERGELDIE," 138, THE PEAK. About March, or sooner if convenient.

Apply—
A. RITCHIE,
Care of Messrs. DODWELL & Co., Ltd.
Hongkong, 10th November, 1915. [1163]

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings, OFFICES in Des Vaux Road Central.

HOUSES in CLIFTON GARDENS, Conduit Road.

NEW HOUSES in Broadwood Terrace, HOUSES at the Peak.

No. 1, MORETON TERRACE, Causeway Bay.

GODOWNS, at Wanchoi.

Nos. 1, 2 and 3, WEST END TERRACE, CANTON.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November, 1915. [82]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.

THREE-ROOMED-FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED-FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCIAL CO., LTD.
Alexander Buildings,
Hongkong, 29th December, 1915. [99]

TO LET.

No. 5, MOUNTAIN VIEW, PEAK.

No. 2, ZETLAND STREET.

No. 25, SHELLEY STREET.

No. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.

No. 58, FEEL STREET, on Causeway level.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

"LEWKNOR," No. 128, THE PEAK.

"HARTING," Austin Road, Kowloon.

ONE OFFICE or SHOP in Duddell Street, Ground Floor.

No. 3, "THE ALBANY,"

ROOMS, in Duddell Street.

"ROSENEATH," 2, Hankow Rd., Kowloon.

No. 6, BELLILIOS TERRACE.

**LANE,
CRAWFORD & Co.**

While all these signs must be taken into account, it should not be forgotten that wild animals like tigers and leopards are especially dangerous when they are wounded and are beginning to be starved. It is then that their ferocity comes most savage and that their attacks are most terrible. The hunter before dying of his wounds, it is the business of him to be more careful than ever and to be on his guard against the effect of which he is capable.

WITSU, BUSSAN KA
HONGKONG.
MOWBRAY S. NORTHCOTE,
Acting Secretary
Hongkong, 3rd January, 1916 [144]

While all these signs must be taken into account, it should not be forgotten that wild animals like tigers and leopards are especially dangerous when they are wounded and are beginning to be starved. It is then that their ferocity comes most savage and that their attacks are most terrible. The hunter before dying of his wounds, it is the business of him to be more careful than ever and to be on his guard against the effect of which he is capable.

WITSU, BUSSAN KA
HONGKONG.
MOWBRAY S. NORTHCOTE,
Acting Secretary
Hongkong, 3rd January, 1916 [144]

NEW ADVERTISEMENTS



NOTICE

PERMISSION has been granted to the SHROPSHIRE LIGHT INFANTRY to use the WONG-NEI-CHONG RECREATION Grounds for Training purposes on TUESDAY, the 4th, and THURSDAY, the 6th January, 1916, between the hours of 6.15 and 9 p.m.

Hongkong, 4th January, 1916. [140]

ROYAL HONGKONG GOLF CLUB.

PROVIDED that sufficient entries are forthcoming the British Section of the Kowloon-Canton Railway have kindly offered to present a CUP for a Ladies' Singles match play Competition under Handicap to be played over the FANLING Course on days other than SATURDAYS, SUNDAYS and PUBLIC HOLIDAYS.

Entries should be sent IN WRITING to the Undersigned and will be received up to the 16th inst.

T. W. HILL.

Acting Hon. Secretary.

Hongkong, 5th January, 1916. [147]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship

"TONGKING." Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 10 p.m. requesting it to be landed.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m.

All Claims must reach us before the 18th inst., or they will not be received.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THORSEN & Co., Agents.

Hongkong, 4th January, 1916. [148]

NOTICE.

NOTICE IS HEREBY GIVEN that there are TWO VACANCIES in the Canton Pilotage Service, which will be filled by competitive Examination in accordance with the General Regulations of the Chinese Pilotage Service.

The examination will be held at the Harbour Master's Office, Chinese Maritime Customs, on or about the 16th January, 1916. Applicants must have duly served an apprenticeship of three months, and who are desirous of sitting for examination, should forward their names and addresses to the Harbour Master's Office not later than January 10th, 1916. A definite date on which they may sit for examination will then be given them.

ARNOLD HOTSON, Acting Harbour Master.

Harbour Master's Office, Chinese Maritime Customs, Canton, 30th December, 1915. [141]

NOTICE.

THE 6% INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6% Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations, governing the payment of interest of the said loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorized for the payment of interest, the following important points are hereby published for general information:—

1. The date when the payment of interest begins: 31st December, 1915.

2. The organs authorized for the payment of interest:

a. All Magistrates Yamen.

b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.

c. The reliable agents of the above-mentioned two banks.

d. All Maritime Customs Offices.

3. The methods for the claiming of interest: The Public when claiming for interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid.

But the holders of \$1,000 Bonds and of \$10,000 Bonds must cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorized organs above mentioned.

Peking, 24th December, 1915. [142]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHAREHOLDERS desirous of making inquiries in respect of the DEBENTURE ISSUES should apply to the Company's Office in Hongkong.

All applications for Debentures must be sent in before the 25th February, 1916. Forms may be had on application.

R. M. DYER, Chief Manager.

Hongkong, 31st December, 1915. [118]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (RAILWAY BONDS.)

PAYMENT of the HALF-YEARLY INTEREST due on 1st January, 1916, will be made on presentation of Coupon No. 7 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANKING CORPORATION, At Tientsin, Shanghai or Hongkong.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, At Hongkong.

RUSSO-ASIATIC BANK, At Tientsin, Shanghai or Hongkong.

YOKOHAMA SPECIE BANK, Ltd., At Tientsin, Shanghai or Hongkong.

BAQUE DE L'INDO-CHINE, At Hongkong only.

YOKOHAMA SPECIE BANK, Ltd., At Tientsin, Shanghai or Hongkong.

BAQUE DE L'INDO-CHINE, At Hongkong only.

The Interest less Income Tax at 3s. and 6d. in the £ will be—

On £20 Bonds, s. d. 12 0

Per Coupon (Gross) 12 0

Less Tax at 3/6d. in the £ 2 1 1/2

Net amount payable 9 10 4/5

On £100 Bonds, s. d. 3 0 0

Per Coupon (Gross) 3 0 0

Less Tax at 3/6d. in the £ 1 0 6

Net amount payable 2 9 6

On £500 Bonds, s. d. 15 0 0

Per Coupon (Gross) 15 0 0

Less Tax at 3/6d. in the £ 2 12 6

Net amount payable 12 7 6

Payment will be made in Tels at the Demand. Paying rate of exchange of the day the Coupon is presented.

By Order, THE KAILAN MINING ADMINISTRATION, W. S. NATHAN, General Manager.

Hongkong, 1st January, 1916. [130]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT. FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

THIRD DRAWING.

NOTICE IS HEREBY GIVEN that in conformity with the conditions mentioned upon the Debentures, the undermentioned numbers of Debentures of the total value of \$24,000 were drawn on the Third day of November, 1915, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZMAURICE TURNER, one of the Directors, ALFRED W. BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAUHALDE, of 7/8 Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1916, at either of the following places:—

In London:—At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C.

In China:—At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:—

40 55 108 154 157 191

70 BONDS OF £100 EACH, NUMBERED:—

301 310 377 534 637 684

724 772 782 915 1025 1035

1054 1059 1119 1128 1144 1167

1380 1395 1470 1479 1477 1569

1560 1564 1578 1593 1635 1687

1928 1929 1988 2013 2029 2085

2091 2202 2237 2253 2281 2443

2462 2514 2573 2757 2890 2913

2927 2989 3007 3112 3125 3152

3155 3169 3174 3230 3243 3267

3289 3292 3302 3329 3338 3449

3500 3551 3634 3738

700 BONDS OF £20 EACH, NUMBERED:—

3778 3790 3840 4301 4310 4312

4427 4472 4490 4330 4409 4413

4477 4494 4713 4738 4778 4835

4915 4964 4977 4992 5016 5052

5056 5124 5193 5273 5285 5304

5324 5362 5374 5403 5460 5568

5581 5593 5705 5720 5798 5797

5899 5927 5958 5996 6035 6100

6133 6176 6250 6274 6404 6457

6520 6583 6718 6735 6787 6821

6877 7133 7158 7295 7354 7440

7517 7529 7530 7537 7567 7644

7667 7691 7718 7752 7781 7788

7901 7943 8040 8125 8153 8250

8313 8337 8339 8368 8369 8488

8559 8584 8673 8701 8734 8773

8801 8866 8878 8890 8897 9000

9035 9095 9105 9171 9218 9260

9319 9357 9378 9385 9450 9492

9519 9554 9704 9742 9808 9852

9950 10001 10106 10177 10272 10149

10303 10331 10340 10762 10764 10557

10888 10915 10943 10976 11018 11057

11058 11097 11099 11134 11182 11265

11317 11336 11396 11415 11429 11285

11625 11636 11651 11700 11723 11838

11842 11912 11934 11942 12272 12302

12332 12354 12413 12438 12549 12583

12587 12631 12665 12677 12705 12714

12765 12775 12778 12803 12810 12822

12856 12879 12880 12929 13048 13066

13082 13098 13095 13110 13203 13216

13245 13271 13321 13362 13392 13543

13773 13961 13993 14007 14043 14061

14158 14254 14373 14415 14480 14491

14564 14591 14637 14691 14736 14778

14760 14820 14830 14848 14873 14890

14978 15055 15091 15110 15145 15155

15178 15184 15204 15212 15231 15285

15475 15527 15544 15578 15645 15785

15802 15862 16058 16228 16304 16392

16351 16364 16377 16392 16413 16439

16498 16568 16597 16625 16641 16719

16742 16776 16806 16878 16979 17173

17240 17310 17345 17418 17498 17566

17523 17525 17548 17564 17600 17602

17788 17778 17818 17824 17878 17941

18238 18300 18351 18100 18126 18170

18375 18391 18398 18399 18374 18429

18563 18594 18597 18613 18568 18573

19127 19143 19195 19267 19302 19449

19476 19510 19525 19715 19764 19804

19812 19836 19894 19907 19968 20038

20165 20185 20188 20253 20269 20328

20389 20418 20531 20543 20546 20654

20669 20698 20699 20914 20926 21040

21070 21081 21126 21160 21185 21200

21210 21211 21229 21285 21288 21373

21403 21437 21581 21689 21884 22014

INTIMATION

WATSON'S OLD BROWN BRANDY.



THE

PEG O' MY HEART.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

HONGKONG.

BIRTHS.

CROOK.—On January 4th, to Mr. and Mrs. A. H. CROOK, a daughter. [149]

REYNOLDS.—On January 2nd, at Shamoon, Canton, to Dr. and Mrs. W. GRAHAM REYNOLDS, a son. [145]

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 5th JANUARY 1916

PIRACY ON THE MEDITERRANEAN.

OWING, no doubt, to the very effective measures which the British naval authorities have devised for the protection of peaceful shipping against attack in the neighbourhood of the British Isles, enemy submarines have recently transferred their nefarious activities to the Mediterranean, where they are pursuing the policy of piracy with the same ruthless disregard of the laws of humanity as they displayed in Northern waters. It was towards the end of the summer that the desirability of seeking a new sphere of operations appeared first to have commended itself to the German Admiralty. Enemy submarines which had, presumably, slipped through the Straits of Gibraltar—succeeded then in sinking three Allied merchantmen off the Algerian coast, and subsequently turned their attention to the Aegean Sea. Owing, however, to the vigilance of our small craft, their existence became very precarious, and so far as is known, only one succeeded in getting through to Constantinople. The fate of the others is a matter of surmise, for nothing more has been heard of them. In November there was a record of a submarine activity. Our French and Italian Allies were the chief sufferers, and amongst the ships destroyed was the Italian liner *Ancon* off Cape Carbonara. In defiance of the pledges which Germany gave to the United States after the sinking of the *Lusitania*, the submarine in this case opened the attack without warning. If she was not German, at least German officers and men composed her crew, and the Austrian flag which she flew may be accounted for by the fact that Germany was not at war with Italy. Although it was known that the liner carried a large proportion of women and children, she was first shelled and then torpedoed, further shells being poured among the small boats in which some of the unfortunate people were endeavouring to escape to a place of safety. It was an act of cold-blooded murder on a wholesale scale. The same may be said of several of the outrages which have been committed during the past fortnight. No warning was given to the N.Y.K. liner *Tsaka Maru*, which was sent to the bottom when nearing Port Said on her voyage to the Far East, though, happily, no lives were lost. For callous indifference to human suffering, however, it would be difficult to beat the atrocious conduct of the submarine which torpedoed the Messageries Maritimes liner *Ville de la Ciotat* off Crete. She remained floating over her handiwork until the steamer plunged beneath the waves, and then circled round the lifeboats jostling at the survivors, saying, "There is a British steamer behind which will pick you up." Fortunately, the statement proved to be truer than those who made it imagined, for two hours later the *Merve* came up and spent eighty minutes in rescue work, though the submarine was still in sight. The spirit of barbarism was exhibited again in the destruction of the P. and O. liner *Persia* off Crete. Torpedoed without warning, the vessel sank within five minutes, carrying with her nearly 400 of the 550 souls on board. Though it is true that she carried a gun for defensive purposes, this cannot be pleaded as an excuse for allowing the passengers no opportunity to get into the boats. As the lives of American citizens have been both jeopardised and sacrificed in these attacks, we may expect to find President Wilson again busily inditing "Notes" to Austria and Germany, though, to judge by the barren results of the voluminous correspondence which has already taken place, he might as well be engaged in writing epitaphs. The only possibility of bringing these infamies to an end lies with the Allies. The task, however, is by no means simple, for the Mediterranean Sea has an area of more than a million square miles, is provided with many convenient places serviceable as bases for submarines, and is deep. But with the experience already gained in dealing with this method of warfare it should be possible for the Allies, with their great resources, thoroughly to patrol the main lines of traffic. The need for vigorous action becomes the more imperative by reason of the campaign in the Balkans, which will involve the transport of considerable bodies of troops and quantities of munitions.

A mail for Europe via Siberia closes to-morrow at 3 p.m.

Mr. and Mrs. A. E. Griffin, who were among the passengers of the ill-fated *Tsaka Maru*, are proceeding to Hongkong by the s.s. *Andre Libon*.

The British section of the Kowloon-Canton Railway have offered a cup for a Ladies' Singles match-play competition over the Fanling Golf Course, provided that sufficient entries are forthcoming.

Mr. J. J. Stodart Kennedy has been appointed to the vacancy on the Church Body of St. John's Cathedral caused by the departure of Mr. Linton from the Colony. Mr. J. W. White has been elected Hon. Secretary of the Choir.

Mr. W. L. Leask, of the firm of Messrs. Leigh and Orange, Honorary Architect to St. John's Cathedral, has reported that repairs to the structure ought to be undertaken at once. In one or two places white-ants have been found. The windows need repair and the whole building needs colour-washing. The estimated cost is \$1,300.

Mr. Chang Ming-chi, the Governor of Kwangtung, who has been on leave at Tientsin to attend to his father's funeral, has applied to the Government for a month's extension of his leave. His request has been refused, and it is expected, a vernacular paper states, that the Governor will tender his resignation, as he is determined not to return to Kwangtung.

A Chinese was prosecuted at the Magistrate's yesterday for being in unlawful possession of more than 12 ounces of a poison, to wit, 299 1-ounce packages of cocaine, at No. 30, Sai Yuen Lane. Det. Sergeant Clarke and other detectives visited the premises on the 27th ult., and found the cocaine in a case in the house. Defendant's story was that the cocaine belonged to a friend. Mr. E. L. Agassiz appeared for the defence. A fine of \$600 was imposed.

was known that the liner carried a large proportion of women and children, she was first shelled and then torpedoed, further shells being poured among the small boats in which some of the unfortunate people were endeavouring to escape to a place of safety

THE WAR.

MORE "PERSIA" DETAILS.

HONGKONG MAILS LOST.

AMERICA AND "A GRAVE CRISIS."

ANOTHER P. & O. VESSEL SUNK IN MEDITERRANEAN.

RUSSIANS STILL PROGRESSING.

BALKAN DEVELOPMENTS.

LORD DERBY'S FIGURES.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ANOTHER P. & O. VESSEL SUNK.

LONDON, January 4th.

The P. and O. steamer *Geelong* has been sunk in the Mediterranean.

LATER.

The *Geelong* was sunk as the result of a collision with the British steamer *Bonadventure*.

THE "PERSIA" OUTRAGE.

PASSENGERS AT LUNCH WHEN TORPEDO STRUCK.

LONDON, January 3rd.

Further details of the *Persia* outrage show that the passengers were at lunch when a torpedo crashed between the funnels. All quietly, but hastily, went to their cabins to fetch their life-belts, amid a momentarily increasing list. Then came a sudden lurch which damaged several of the departing boats, the occupants of which were thrown into the water. Four of the boats which were picked up were tied together.

HONGKONG MAILS LOST.

An official announcement states that the *Persia's* mails were for Egypt, Cyprus, the Persian Gulf, India, Ceylon, Malay Straits, Dutch East Indies, Borneo, Sarawak, Manila and Hongkong, consisting of letters reaching the General Post Office between December 17th and 24th, newspapers reaching the General Post Office between December 15th, and 22nd, and parcels for Egypt, Cyprus and India received at the General Post Office between December 8th, and 15th.

None of the mails were saved.

ENGINES BLOWN UP.

The torpedo struck the liner amidships and blew up the engines. The funnels fell to the deck.

Most of the survivors were rescued from the water.

Colonel Olive Bigham was standing on the deck beside Miss Hughes when he was suddenly swept into the sea.

It is stated that the survivors, before they were picked up, sighted several ships which were afraid to approach, believing that the boats were submarine decoys.

AMERICA GRATIFIED AT AUSTRIAN PROMISE.

WASHINGTON, January 3rd.

The anxiety felt concerning the *Persia* outrage was increased when it became known that the vessel was sunk without warning and that Mr. McNeely was drowned, but "the officials are gratified at a statement by Baron Ziwiedinek indicating that Vienna will be quick to satisfactorily adjust matters if it is ascertained that an Austrian submarine sank the *Persia*."

FATE OF LORD MONTAGU.

LONDON, January 4th.

The *Times'* Cairo correspondent states that Lord Montagu is among the lost.

[THROUGH REUTER'S AGENCY.]

ANOTHER AMERICAN VIEW: A GRAVE CRISIS.

WASHINGTON, January 4th.

President Wilson's return has revived the rumours that he will summon Congressional leaders and acquaint them with the seriousness of the crisis.

The Austrian Charge d'Affaires has repeatedly called on Mr. Lansing asking for a suspension of judgment, and promising that Austria will make reparation if it is proved that an Austrian submarine caused the loss of American lives aboard the *Persia*.

Mr. Lansing announces that he will take no steps regarding the *Yamato Maru*, as it seems there was only one American aboard, named Leigh, and he was born in China, and had never established American citizenship.

HOW TO EXTIRPATE MEDITERRANEAN MURDERERS.

PARIS, January 4th.

The *Temps*, in a vigorous article on the necessity of extirpating the Mediterranean murderers by destroying their bases, and preventing revictualing, and the organising of an intelligence service, says that the occupation of Castellorizo is the first step in this direction. Similar police measures must also be taken with regard to the other islands, including Greek, to remedy the shortcomings of the local authorities.

SUBMARINE WARFARE.

FATE OF THE "GLENLYLE."

LONDON, January 3rd.

The *Glenlyle* was sunk in the Mediterranean on the 1st inst. She carried about 120 passengers and crew.

Three Europeans and seven Chinese are missing.

LATER.

While the loss of life on the *Glenlyle* is insignificant when compared to that of the *Persia*, the vessel was worth a quarter of a million sterling, and had a cargo of 14,000 tons, made up of sesame seeds, silk, cowhides, butter, and eggs. She was sunk near Malta.

LIVERPOOL STEAMER SUNK.

LONDON, January 4th.

The Liverpool steamer *Saint Oswald* has been sunk.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS REPULSED.

EFFECTIVE FRENCH 75's.

PARIS, January 3rd.

A communiqué states that the Germans at Tature were again repulsed by the French trench-guns. At Argonne there was effective firing against the enemy's works, and the Germans, who fled, were caught by a storm of fire from the seventy-fives.

BRITISH BOMBING ATTACK.

HOSTILE ARTILLERY ACTIVE.

LONDON, January 3rd.

A communiqué says that on the southern part of the front a small party of British troops made a successful bombing attack on Sunday evening.

On Monday our artillery effectively bombarded several positions on the enemy line. Hostile artillery was active north-east of Loos and east of Ypres.

GERMAN GRENADE ATTACK IN CHAMPAGNE.

PARIS, January 4th.

The evening communiqué reports continued artillery activity in Belgium and also south of the Somme.

The French repulsed a fresh grenade attack on their trenches in Champagne, near Tature.

There was a violent artillery duel in the Voignes in a sector of Hirsstein.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN ATTACK IN CARSO.

ROME, January 4th.

A communiqué says that the enemy on Sunday delivered an attack on our positions in Carso. He was repulsed with heavy loss.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

ESPIONAGE IN SALONIKA.

NEUTRAL CONSUL AND MANY OTHERS ARRESTED.

SALONIKA, January 3rd.

A neutral Consul, bearing a German name, has been arrested by the Allies.

It is reported that the papers seized at the Austrian and German Consulates implicate him of espionage.

The Greek Government has protested against the arrest, and also against the arrest of Greeks suspected of espionage.

A further telegram from Salonika says that the Allies have also ordered the arrest of German and Austrian women employed in the coffee, and a number of German, Austrian, Turkish, and Bulgarian men of social standing.

1,000 ENEMY FOREIGNERS ARRESTED.

LONDON, January 4th.

German reports state that the Allies at Salonika have arrested a thousand enemy foreigners.

PARIS, January 4th.

A Salonika telegram states that the arrests of enemy subjects continue. The Allies have decided to clear the town of all suspects, who will be placed on an Allied ship.

REPRISALS FOR ARRESTS.

AMSTERDAM, January 4th.

A Sofia telegram states that public opinion has been excited by the arrest of the Consuls at Salonika. The Cabinet have decided to retaliate by arresting officials who have remained in Bulgaria after the departure of the Chiefs of the British, French and Serbian Legations.

A Constantinople telegram states that the Porte has protested, through the American Embassy, against the arrest of the Ottoman Consul at Salonika. It is stated that the Porte will take reprisals against subjects of the Allied powers in the event of the steps to be taken by Greece not leading to his release.

IMPORTANT RUSSIAN SECRET MISSION.

SALONIKA, January 4th.

The arrival of the Russian Grand Duke Boris, who is reported to have an important secret mission, has caused a considerable stir.

NEW YEAR FESTIVITIES AT SALONIKA.

SALONIKA, January 3rd.

The New Year festivities were noteworthy for the cordiality and goodwill shown in the mutual greetings between the French, British, and Greek groups. There was plenty of seasonable fare, with plum puddings, etc.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FURTHER RUSSIAN SUCCESSES.

MANY CAPTURES.

PETROGRAD, January 4th.

A communiqué records further Russian successes at Cernowitz. Fighting continues with the same violence. The Russians, despite numerous counter-attacks, are progressing uninterruptedly, inflicting the most severe losses on the enemy, capturing a further 800 prisoners, besides numerous wounded who were left on the field.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE CAMEROONS CAMPAIGN.

LONDON, January 3rd.

It is officially announced that Colonel Gorges occupied Jau-dé, German Cameroons, on New Year's Day. The enemy retreated to the south and south-east. The Government officials fled. Our troops have established contact with the enemy's rear-guard.

COMMONWEALTH TO MINT SILVER.

MELBOURNE, January 4th.

The Commonwealth is about to mint its own silver coins.

[THROUGH REUTER'S AGENCY.]

LORD DERBY'S FIGURES.

OVER 2,000,000 MEN STILL OUTSIDE.

LONDON, January 4th.

The figures secured as the result of Lord Derby's scheme show that the total of men of military age is 5,011,441. The total of attested, enlisted and rejected is 2,829,283, leaving a total remaining outside of 2,182,178.

RE-OPENING OF PARLIAMENT.

AN IMPORTANT SESSION PENDING.

LONDON, January 4th.

Parliament opens to-day, and this will be a most important Session.

Lord Derby's report will be published to-day, prior to Mr. Asquith's speech to-morrow explaining the Government's programme.

The most urgent Whips have been issued by all parties, and members have been advised to remain within reach of London until the Bill has been passed, which is expected to be within a week.

It is now practically certain that Ireland will be excluded.

WAR FINANCE.

LONDON, January 4th.

The Small Exchequer Bond scheme, which was recommended by the Committee on War Loans and approved by the Treasury on the 1st, will come into force on the 10th inst.

PERSIAN FIGHTING.

GENDARME REBELS DEFEATED.

PETROGRAD, January 4th.

A communiqué states that the Russians severely defeated 500 rebellious gendarmes south-west of Hamadan, killing dozens and capturing stores.

PEACE PILGRIM'S RETURN.

"SICK AND DISAPPOINTED MAN."

NEW YORK, January 4th.

Mr. Ford has arrived at New York City a sick and disappointed man. He refused to receive any interviewers.

In a conference with Mr. Bryan, Mr. Ford expressed the belief that his mission would be a partial success.

PROHIBITION OF VODKA.

TO BE CONTINUED AFTER THE WAR.

LONDON, January 4th.

It is announced that the Russian prohibition of vodka will be continued after the war. The Government are attempting to utilise a portion of the stocks of alcohol for the manufacture of synthetic rubber.

BYE ELECTION.

LONDON, January 4th.

Mr. Gibson Bowles will contest, as a Conservative candidate, the vacancy caused by the raising of Sir A. Henderson to the Peerage. Sir A. Henderson represented St. George's, Hanover Square, in the Unionist interests.

SIR JOHN SIMON'S SUCCESSOR.

LONDON, January 4th.

The Right Hon. Lewis Harcourt, and Mr. Herbert Samuel have been mentioned as probable successors to Sir John Simon, Secretary of State for Home Affairs.

ANOTHER MYSTERIOUS EXPLOSION IN AMERICA.

NEW YORK, January 4th.

Twenty were killed as the result of a mysterious explosion aboard the oil steamer *Attec*.

OBITUARY.

SIR GEORGE ROBERTSON.

LONDON, January 4th.

The death is announced of Sir George Scott Robertson, K.C.S.I., and O.S.I., who represented Central Bradford in the Liberal interests since 1906. The deceased took part in several frontier engagements in India.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE NEW YEAR.

PEKING, January 4th.

The New Year was universally celebrated in Peking, and 1916 will be known as the first year of Hung Shien. The Emperor on Saturday received in audience the Ministers and Foreign Advisers of the President. To-day he received in audience the Foreign Ministers.

NORMAL SCHOOLS.

PEKING, January 4th.

A Mandate instructs the Ministry of Education to take measures for the organisation of normal schools throughout the Provinces.

WARNING AGAINST EXTORTION.

PEKING, January 4th.

A Mandate promulgates the Budget approved by the Lifayuan, and warns officials against extortion.

CHINESE NEUTRALITY.

PEKING, January 4th.

An official reply refutes charges by the *Tagblatt fur Nord China*, of Chinese unneutrality.

APPOINTMENTS.

PEKING, January 4th.

Kung Lin Yi, a descendant of Confucius, has been appointed to continuously fill the hereditary post of Yen Sun (Duke), and will be given the rank of Chum (Prince).

Chin Pang Ping, Vice-Minister of Commerce, has been appointed to act concurrently as Director General of the National Conservancy Bureau.

HONGKONG AND BORNEO.

SUBSIDISED WEEKLY SERVICE SUGGESTED.

A correspondent writing to the *Straits Times* suggests that a British Company should seize the opportunity to acquire a monopoly of the carrying trade between Singapore and British North Borneo. "It seems to me disgraceful," he says, "that that trade should have remained so long in German hands. Could not the Singapore and Hongkong Post Office jointly subsidise a weekly service from Singapore, via Sandakan, to Hongkong, each paying the share of its own section? The branch-line of the Norddeutscher Lloyd which formerly ran between Singapore and Sandakan was not subsidised by the German Government, so a British line subsidised by the Colonial Governments need have no fear of unfair competition."

GERMANY'S AIRCRAFT.

STILL BUILDING ZEPPELINS.

Mr. Leonard Spray, of the *Dail Telegraph*, states that at a score or more places in Germany the construction of Zeppelins is being carried out. Not only has the plant been greatly increased, but everywhere they are working with nothing less than feverish haste. This policy is not confined to the Zeppelin type. As fast as they can be built there are being turned out also dirigibles of the classes bearing the names of their inventors Major Parseval and Professor Schütte. Simultaneously with the construction of the airships themselves sheds are being erected for which sites have been chosen at an extraordinarily large number of places in widely separated localities in Germany. For these so far as possible iron only is being used not only for the framework, but also for the roofing.

EARLIER TO BED.

THE DARKENED STREETS OF LONDON.

London is going home and to bed earlier, as though to the sound of a latter-day curfew. The effect on traffic is marked. Darkened streets kill the night life of a city and so, soon after 8.30 p.m., London's crowds have sought their own firesides and traffic is practically dead. After 8.30 p.m. the tramway service is considerably diminished and the curfew is going on steadily. Mr. H. H. Gordon, of the London County Council Highways Committee, said: "That does not mean that the service will be stopped but we find to an increasing extent that London is going to bed earlier than before."

FAR EASTERN MEN AND THE WAR.

Mr. D. S. Christmas, of Wardleburn Estate, British Malaya, is going home. He hopes to join the Royal Flying Corps.

The two sons of Mr. W. G. Niven, late secretary of the old Tanjong Pagar Dock Board, are in training. Archibald Niven has just been gazetted 2nd lieutenant in the 14th Royal Scots, and is in training at Stirling, while his brother Jas. McNiven is in camp at Gaiters, Ayrshire, in the 16th Argyll and Sutherland Highlanders.

"GOD'S ENGLISHMAN."

AS OTHERS SEE US.

"England was innocent of the war, and she went to war in innocence of spirit. She had never fought Germany; she had no idea of her methods of warfare."

In this manner A. Chevrillon writes of England and the English in the *Revue de Paris*. He proceeds:

"War for her was a noble game, dangerous and exciting, in which that noblest of men whose men are the best; not the most intellectual or best educated, nor even, maybe, the best armed; but the handsomest, the healthiest, the most enduring, the most capable, quite apart from their high spirits and humour, of patient energy, faithfulness to duty and tenacity of effort."

Such men—the men of Kipling—English education and all the suggestions of the English environment have never ceased to produce throughout every gradation of the social hierarchy; for Englishmen this type is a human product, special to England; it constitutes her peculiar strength, which has always managed to pull her through the most desperate crises.

In this English type, there lives, more or less clearly manifested, the old idea of chivalry, in its origin Christian and Western, which the national literature of the nineteenth century had taken up afresh and which a Carlyle, a Ruskin, a Kingsley, and a Tennyson had preached and sung, while adapting it to the needs of an industrial and modern century—the noble French and English idea which the Germans have knocked. Was it not Mommson who threw this sarcasm at France:—"A people that has invented only one superior type—the Chevalier?" In the England of to-day the Chevalier or Knight is known by a term, the meaning, entirely moral, and prestige of which are very powerful: the "gentleman"; and he still remains in essence the Christian.

"THE ACCEPTED MODEL."

In his modern form he is the accepted model; the ideal type whose particular virtues the nation as such sets itself to copy; these virtues, are strength and at the same time restraint, modesty of gesture and expression, silent subordination of the selfish instincts and the conquering appetite to the will for justice and truth.

By the side of France, in whom lives a very similar ideal of the same origin but tinged with Protestant tinge, and in fact, tinged with Nationalism as yet not known to be steeped in the cult of force and brutal instinct, in the demoniac religion of Nietzsche and in the memories of Germanic paganism; England has arisen like a "gentle" and Christian folk, conceiving a war only after the fashion of "gentlemen" and Christians.

She is also a nation of "sportsmen"—in the almost entirely moral sense when this latter term has come to acquire in the last fifteen or twenty years, a significance of ethics of new and special character. It has arisen from the practice of sports, the daily and almost excessive activity of the whole nation. A "sporting" nation, anxious, as her people say, "to play the game," that is, to play it scrupulously, without feelings of hatred, without ever letting the desire to win lead to infringement of the rules; yet also holding her adversary in respect as one worthy of her, and being glad, whether winner or loser, to shake him loyally by the hand after the contest is over.

WAR EXPENDITURE.

INTERESTING ANALYSIS BY AN EXPERT.

The *Statist* recently republished in book form the international Banking Section, the most interesting portion of which relates to the question of the actual cost of the war, as compared with the nominal amounts which are popularly supposed to be expended. On this point the *Statist* says:

"In calculating the amount of wealth destroyed by the war it is essential to recollect that the great armies now engaged in fighting, numbering some seven millions of men, would in any case have to be maintained out of ordinary income, and that the war expenditures have been attended by a great reduction in domestic expenditure. A large part of the money expended for war is, indeed, maintaining not only the armies, but vast numbers of people engaged in production and distribution. Probably one-half of the people of Great Britain are being maintained out of the war expenditures, and the domestic expenditures of the nation are, more or less, correspondingly reduced. And a similar situation must exist in other belligerent countries. Hence it is erroneous to assume that the wealth of the belligerent countries is being reduced to the full extent of the war expenditures or of the war loans that are being created."

"The net cost of the war to the belligerents is about one half its total cost; and of the net cost about two-thirds are being provided out of the normal savings of the belligerent nations and about one-third out of the savings of neutral countries. Altogether about three-fourths of the savings of the entire world are being employed to meet the cost of this world-wide conflict. In May of last year the world's wealth was growing at the rate of upwards of three thousand million pounds sterling a year. In the past twelve months, in consequence of the war and of the financial and economic disturbances caused by the war, the increase has been not more than a thousand million sterling, and in the current twelve months maximum war expenditures the addition to the world's wealth on balance may be not more than a few hundred millions of pounds sterling."

"As soon as the war comes to an end, however, and wealth is no longer being destroyed as it is now, the accumulation of which by the whole world should again be at the rate of over three thousand millions a year. If the belligerent nations become increasingly efficient and hard-working in consequence of the discipline of war, the expansion in the world's productive power and in the accumulated

GREECE'S DEBT TO THE ALLIES.

CONTRASTED WITH HER DEBT TO GERMANY AND AUSTRIA.

An idea of what Greece owes to the Allies, compared with her indebtedness to Germany and Austria, can be gained by glancing through the following balance sheet drawn up by a contemporary:

(1.)—Her existence. The Allies, by the battle of Navarino, rescued the Greeks from the Turks, liberated them from the most degrading tyranny and guaranteed their independence.

(2.)—Her territorial aggrandizement. To show, in a practical form, her interest in the newly-created State, England ceded the Ionian Islands to the new "Independent and constitutional Monarchy."

(3.)—Her salvation. In 1897, when Greece attacked Turkey, and the Greek army, under the present King Constantine, the Crown Prince, was hopelessly defeated, the Allied Powers, France, England and Russia, intervened to prevent Turkey from overrunning the Kingdom and from utterly crushing, if not exterminating, the Greeks.

(4.)—Her financial regeneration and the liberation of Greek territory. After the disastrous war of 1897, Greece was called upon to pay to Turkey an indemnity of one hundred million francs. Turkey, remaining in occupation of Thessaly until the indemnity was paid off. In order to free the Greeks from the invaders' presence, France, England and Russia raised a loan—at only 2½ per cent. interest—to pay the indemnity.

(5.)—Her rescue to-day. The Allied Powers, France, England and Russia, are fighting incidentally to save Greece from an Austro-German-Bulgarian-Turkish horde.

TO AUSTRO-GERMANY.

(1.)—Austria's refusal to help the Greeks. Said Metternich: "In rebelling against the Sultan Mahmoud, the Greeks are rebelling against their legitimate sovereign, and therefore ought to be severely dealt with."

(2.)—Her first King, Otto of Bavaria. His rule was so brutally oppressive and humiliating that the Greeks, at last, rose in revolt and drove him out of the country.

(3.)—In this crisis, both Germany and Austria refused to raise even a finger to rescue the Greeks from the consequences of their escapade.

(4.)—Again Germany displayed complete indifference and refused to take any part in the work of redeeming Greece from the Turks.

(5.)—To offset that all that Germany has given Greece is her present King, Constantine, who has broken his word and torn up his treaty with Serbia as a mere "scrap of paper."

THE GREEK THRONE.

WHAT ADMIRAL TUFNELL DID FOR IT.

A correspondent of the *Pall Mall Gazette* discusses the present complication in Greece, and associated with that what he terms "King Timon's Peril." He advances this parallel from the past history of Greece, all the more interesting because it was the tact of Admiral L. G. Tufnell (well remembered as Capt. Tufnell on the China Station about fifteen years ago) that composed the very acute difficulty of that time:

THE MILITARY LEAGUE.

To those who know the nature of the relations which exist between the Sovereign and his people, the attitude of the King seems altogether perilous. His Majesty must assuredly recollect how, when Crown Prince, both he and his brothers, were made to endure almost unheard-of indignities at the hands of a large section of his present subjects. In 1909, following upon the unsuccessful war with Turkey two years before—the misfortune in connection with which were attributed (as it afterwards transpired, incorrectly) to the faulty leadership of the Crown Prince—there had been formed the Military League, composed of the whole of the active army officers, who passed with hardly a dissentient voice a resolution forbidding the Crown Prince, or, indeed, any member of the Royal House, to hold any command "as being fatal to the best interests of the Army." This was followed by a mutiny of the Navy, which, however, was soon suppressed. For over four years a bitter feud raged between the Crown and the Services; no member of the King's family would attend any military function or consent to meet any officer at a mutual friend's house. No army officer was invited to Court.

BRITISH ADMIRAL'S TACT.

Strangely enough it was the happy thought of an Englishman—Vice-Admiral Lionel G. Tufnell, then in command of the British Naval Commission to Greece—which affected the eventual rapprochement. Although meeting with no encouragement from the British Legation at Athens, Admiral Tufnell organized, entirely at his own expense, at the Grand Hotel de Bretagne, a generous entertainment to which officers of both Services were invited, and at which—to the great surprise of even the host himself—both the Crown Prince, his two brothers, and his elder son consented to be present.

So tactfully was everything arranged—and a single *faux pas* upon the part of either host or guest might have easily precipitated a catastrophe—that the Prince departed once more excellent friends with every one and deeply grateful to the enterprising British officer who had effected so desirable a reconciliation.

capital after the war is over may indeed be so great that the vast amount of wealth now being destroyed will be rapidly recovered, and it may be that the economic effects of the war will disappear, sooner than anyone now ventures to hope for or dare to calculate.

GREAT BRITAIN'S WEALTH.

AN AMERICAN SURVEY.

The successful placing of the Anglo-French loan in America has led a writer in *The Wall Street Journal* to present some interesting figures as to the debt of Great Britain in relation to her wealth and income, and more particularly to show how present conditions compare with those of 1816, the year which followed the close of the long Napoleonic wars. He brings out the interesting point that Great Britain's debt in 1916 will be less than her annual income, whereas in 1816, her debt was three times her annual income. Following are points in this article:

In the period of about one hundred years which elapsed from 1811 to 1914, the highest return to be had from English consols was in the period between 1811 and 1820, when the high basis of 5.68 per cent. was reached, although in the same period the low yield was 3.56 per cent. In the period between 1851 and 1860, the high and low yields were respectively 3.52 per cent. and 2.94 per cent. The lowest yield was reached in the period 1891 to 1900, when the range was between 2.95 and 2.41 per cent. In the next decade the range was between 3.19 and 2.68 per cent. In the three years, 1911 to 1914, inclusive, the range was between 3.61 and 3.04 per cent. During this period, as pointed out by Harvey Fisk & Sons, in a recently published statement, the nation was growing in population, and in wealth. This is strikingly set forth in the following table which gives statistics after the Napoleonic wars, the Crimean War, and in 1914:

Population.	1811	1851	1911
National inc. per annum.	£2,400,000,000	£700,000,000	£300,000,000
Taxation per annum.	£104,000,000	£260,000,000	£262,000,000
An. excess inc. over tax.	£2,296,000,000	£440,000,000	£238,000,000
National debt.	£706,000,000	£739,000,000	£285,000,000

"The debt per capita in 1816 was £44 7s. On March 31st, 1914, the debt per capita was £15. On the other hand, income per capita had increased from £15 in 1816 to £51 in 1914, while taxation per capita had increased only from £3 1s. to £2 5s."

"Since the commencement of war the following loans have been made:—

War-loan 3½ per cent.	£350,000,000
Exchequer bonds net, 3 per cent.	£34,000,000
Treasury bills, 15/8 to 3/7 7/8 per cent.	£22,000,000
New war-loan, 4½ per cent.	£60,000,000

Total £1,206,000,000
"It is estimated by the Chancellor of the Exchequer that there will be a further addition to the debt by the close of the fiscal year, March 31st, 1915, of about £288,000,000, which will make the entire debt of the nation on that date approximately £2,200,000,000, or about £47 per capita."

"This compares with £44 7s. per capita in 1816. Then, however, the accumulated wealth was only £2,500,000,000, while today this is estimated at £17,000,000,000. The income of the British people for this fiscal year, it is estimated, will be £2,400,000,000. That is to say, the estimated debt on March 31st next will be well inside of one year's income, while in 1816 the debt was equivalent to three years' income."

"Comparison of the national debt and the annual income of Great Britain for the years 1915 and 1916 in round figures is given as follows:—

	1915	1916
National debt.	£2,200,000,000	£2,000,000,000
Annual income.	£2,500,000,000	£300,000,000

Proportion of debt to income 88% 300%
"Back of the 47,000,000 people of the United Kingdom," the statement continues, "there are 393,000,000 in the colonies. Back of the 121,000 square miles of the British Isles are over 12,000,000 square miles of arable, mineral, or timberlands in every section of the world. Back of the estimated wealth of Great Britain of £17,000,000,000 is the untold wealth of her colonies."

WHEAT INCOME TAXES ENGLISHMEN WILL PAY.

The new English income-tax proposals appear to be more drastic than they were at first thought to be. The basis of the tax is broadened to as much as 25 per cent. On earned incomes it amounts to about 2s. 1d. in the pound. At present an earned income of, say, £200 per annum the tax is 1s. 6d. in the £200 of it. In future the tax will be 2s. 1d. on £80 of the £200; while those with incomes of over £130 are to be taxed on the same basis. The total amounts given in the following table are those payable in respect of a year's income, but under the new method of collection taxes, it is said, can be paid in four quarterly instalments. Calculations as reproduced below cover the tax only of the man with no children:—

Weekly Salary.	Annual Tax.
£ s. d.	£ s. d.
2 15 0	2 8 6
3 0 0	3 15 6
4 0 0	6 10 4
5 0 0	8 4 8
6 0 0	11 10 0
7 0 0	14 14 0
8 0 0	17 8 8
9 0 0	20 3 4
10 0 0	22 18 0
11 0 0	25 12 8
12 0 0	28 7 4
13 0 0	31 2 0

Yearly Salary.	Annual Tax.
£ s. d.	£ s. d.
450	34 13 0
500	39 17 10
550	45 2 6
600	50 7 2
650	56 18 0
700	62 3 0
750	68 15 0
800	74 0 0
850	80 5 0
900	86 10 0
950	92 15 10
1,000	99 0 0

Annual Salary.	Annual Tax.
£ 5,000	£ 2,102
10,000	2,652
100,000	34,028

THE FRIENDSHIP OF GERMANY.

[BY "AN ENGLISHMAN."]

Many excellent persons are vexing their souls with the thoughts of how we shall treat the Germans after the war. Shall we extend to them the benign privilege of forgiveness? Shall we invite them to our chimney corners that they may enjoy there the pleasures and kindly offices of friendship?

Forgiveness stands not within our competence. At present it is our duty to devote the last ounce of our strength to defeating Germany in the field. And whether we are able to forgive after the signing of peace depends less upon us than upon her. If after due punishment Germany confesses her sins, and is willing to make proper reparation for the harm which she has done in pride and wantonness, forgiveness may be possible. But there cannot be absolution in that confession, and no one who has watched the self-sufficiency of the Germans growing within the last twenty years can have much hope that even defeat will bring with it a just humility of spirit.

That friendship will or should be possible between Germans and Englishmen for a generation I refuse to believe. It has not existed with any warmth or constancy in the past. The ties, which have bound us lightly enough to the subjects of the Kaiser, have been chiefly the ties of commerce. We have bought and sold together; we have met as rivals, with alternations of gain and loss, in the markets of the world. But these are ties which are broken as easily as they are made even in the tranquillity of peace. And now that war has rudely snapped them asunder (they are not likely to be re-knit. For the rest, between us and them there is no real bond. Millions of Englishmen have never seen a German in their lives, and knew not until the Kaiser's army burst upon Belgium a year ago of what temper and talent the German was. Why, then, should we make friends with a nation, always remote from us, merely as they are made even in the tranquillity upon us, and carried out that attack with unexampled cruelty and ruthlessness. It is not indeed upon this doctrine of ferocity—*Schrecklichkeit* the Germans call it—that we shall build the firm and lasting edifice of international friendship.

FRENCH AND ENGLISH FRIENDSHIP.

These are always our closest friends with whom we share our arts, our dreams, our intellectual pleasures. Only a few eccentricities have found in Germany their spiritual home. For nearly a thousand years French and English have been true kinsmen of the intelligence. It is not for nothing that the first fragment of the Bible in Norman French was translated on English soil, that in England, too, was composed that proud epic, the "*Chanson de Roland*." The literary intimacies thus early established, have grown with the years. If Voltaire learned how to write in English, Gibbon returned the compliment by expressing his weightier thoughts in the idiom of Voltaire. Always there has been between the two peoples a liberal exchange, a free trade in ideas, which not even warfare has checked. We have read their books; they have read ours. We have kept before us the same aims, the same ideals. We have turned from classic to romantic simultaneously and with equal impulse. If we have fought like suddenly estranged brothers, like brothers we have made it up. When peace was made after Waterloo thousands of Englishmen flocked to Paris, rejoiced in heart that once again they were free to visit the cherished home of their spirit and intellect. Who will wish to revisit Berlin after the war?—Nobody—not even Lord Haldane.

Friendships cannot be made with levity either by men or nations. We have no right to pledge ourselves to those whose thoughts and habits are not ours. Instinctively we approach in temper and character to friends when we admit to our intimacy. This is a subtle thing in the relation at once intimate and full of danger. If we open our hearts to a man and he in return opens his to us we take as much as we give, and if we gain something which we knew not before we lose in the interchange that which we might be wiser to keep. We have watched the Germans at work since in August, 1914, they tore up a scrap of paper and committed murder upon a whole people. And thereafter they did deeds and found excuses for them which no honourable man could overlook or palliate. Shall we, then, whose choice is large and unfettered, create a new friendship where no friendship was, with a nation which has outraged whatever we hold sacred and from which we have nothing to expect of artistic or intellectual sympathy?

GERMANS DO NOT WANT US.

And suppose that we were willing after the conflict to open our homes to our foes, what would the Germans say to our amiability? They would detect in it a spice of hypocrisy; they would suspect some hidden signs of self-seeking. The truth is, the Germans do not want our friendship. Of all peoples in the world they are the least apt for intimacies beyond their border. It is their boast that they are self-contained and self-sufficient. They have for many years cultivated a kind of parochial arrogance which is proof against the softer blandishments of amiable acquaintance. Their literature is their own, and with rare exception lies outside the current of our thought. They express themselves in an art which is unintelligible to the rest of Europe. If the fantastic images of the *Alley of Victory* be masterpieces of sculpture, then is sculpture a lost art elsewhere than in Berlin. They will tell you that they and we shall go on, happily enough, and in the natural divergence we shall find no ground for a reluctant friendship.

For yet another reason the Germans make ill friends. They do not understand an equality of life and thought. They profess that one cause of the war was an overwhelming desire, which swayed them, to

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
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* TJILIWONG	—	In port	4th Jan.	BATAVIA
* TJJBODAS	MAKASSAR	6th Jan.	11th Jan.	KOBE
* TJIMANOEK	MAKASSAR	15th Jan.	—	—

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Steamers	From	Expected	Will leave	For
ARAKAN...	JAVA	6th Jan.	8th Jan.	SAN FRANCISCO
TJISONDARI	JAVA	7th Feb.	11th Feb.	do.
KARIMOEN	JAVA	9th March.	13th March.	do.
TJIKEMBANG	JAVA	7th April.	11th April.	do.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Ports in the United States of America and Canada.

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MANAGING AGENTS.

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Hongkong, 3rd July, 1914.

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force their own particular mode of civilization upon other nations. Now that desire is no far basis of friendship. Some countries go ahead, some countries lag behind, but each, even the humblest of them, professes to follow the proper line of its own development, and to grow in accord with its own temperament. Even if Prussia were, which it never was nor will be, the only home of culture, it could not dump this commodity upon other shores as it dumps lamp-glasses and dyed cloths. Moreover, the Germans forget that true friendship should not be marred by the thought of profit. It must flourish, if it flourishes at all, of itself and for its own sake. And the German, wherever they have brought a

pretence of friendship, have proved themselves always sorry guests. They have desired to turn their intimacies to good account. They have accepted the hospitality of strangers while they were spies at heart. In times of peace they have travelled abroad that they might "sell" friendly countries with their agents and prepare victories by the ugly method of "pacification." So, despite the sentimentalists who abound in our midst, and who regard the Germans as brands to be plucked from the burning, we shall withhold our forgiveness yet awhile, and determine that after the war no ill-wishing stranger shall again attempt to share with us the mastery of our hearth and home.

SHIPPING

ARRIVALS.

ARAKAN, Dutch str., 1,635, S. V. Ronhel, 4th January—Manila, 1st January, General—Java-China-Japan Lijn.
 CHILIAN, Norwegian str., 1,102, Nils Hjorth, 4th January—Saigon, 30th December, Rice—Thoresen & Co.
 EUGENIA, Russian str., 1,232, Wiede, 3rd January—Saigon Rice and General—Thoresen & Co.
 JACOB, Dutch str., 2,088, T. Bauen, 4th January—Singapore, 28th December, General—Order.
 KATONG, British str., 987, J. B. Evans, 3rd January—Haiphong 30th December, General—Butterfield & Swire.
 KAMAKURA MARU, Japanese str., 2,698, K. Higo, 4th January—Bombay 28th December, General—Nippon Yusen Kaisha.
 KWANAN, British str., 2,120, J. Rodger, 3rd January—Freemantle 11th December, Sandal Wood—Order.
 NATICA, British str., 3,494, G. E. S. Bramston, 3rd January—Tsingtau 27th December, Ballast—Asiatic Petroleum Co.
 SOSHI MARU, Japanese str., from Canton, 4th January.
 TONGKING, Danish str., 2,520, N. P. Kruse, 4th January—Singapore 29th December, General—Thoresen & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE
 January 4th.
 HAIYANG, British str., for Singapore.
 KAWACHI MARU, Jap. str., for Yokohama.
 NANYO MARU, Jap. str., for Wakamatsu.
 TAMING, British str., for Manila.
 YINGCHOW, British str., for Shanghai.

DEPARTURES.

January 4th.
 ALBANA, British str., for Canton.
 CASTLEFIELD, British str., for Saigon.
 CHUYEN, Chinese str., for Canton.
 CHUYEN, Chinese str., for Shanghai.
 DAVIN, Norwegian str., for Bangkok.
 FRITHJOF, French str., for Saigon.
 HALDIS, Norwegian str., for Shanghai.
 HAITAN, British str., for Swatow.
 HONGWAN, I. British str., for Singapore.
 KWANLEE, Chinese str., for Canton.
 MANILA MARU, Jap. str., for Manila.
 PELUS, British str., for Liverpool.
 RIQUIN MARU, Jap. str., for Batavia.
 SHANTUNG, British str., for Canton.
 SOSHI MARU, Jap. str., for Swatow.
 TULIWONO, Dutch str., for Batavia.

PASSENGERS.

ARRIVED.
 Per Arakan, from Manila, for Hongkong, Mr. Captain.
 Per Jacob, from Singapore, for Hongkong, Miss Case.
 Per Tongking, from Singapore, for Hongkong, Mr. Thoresen.

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 4,593 tons, Captain D. A. Gardiner, will be despatched as above on SATURDAY, 8th January.
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 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KAISAR-I-HIND," due in London about the 26th Feb., 1916.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
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 For Superintendent.
 Hongkong, 1st January, 1916. [1]

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* ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," current Hongkong "1," midway between Hongkong and Kowloon "2," and those vessels berthed at the Kowloon Wharf "3," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's, 2. From Harbour Master's to Blake Pier, 3. From Blake Pier to Naval Yard, 4. From Naval Yard to Star Point.

ORIGINATOR	VESSEL'S NAME	CLASS & REG	ROUTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H. B. Hebbington, R.N.R.	P. & O. S. N. Co.	On 14th inst., at 3 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KANBAR	Brit. str.	—	—	THE BANK LINE, LIMITED	On 15th Feb.
MARSHALLS, LONDON & VIA SINGAPORE, &c.	KASHIMIR	Brit. str.	—	F. H. S. Stone	P. & O. S. N. Co.	About 28th inst.
MARSHALLS VIA PORTS	MISHIMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
VICTORIA & TACOMA VIA SHANGHAI, &c.	ATHOS	Pres. str.	—	—	MESSAGERIES MARITIMES	On 14th inst., at 5 P.M.
VI TORIA, B.C. & SEATTLE VIA HONGKONG, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 11th inst., at 3 P.M.
NEW YORK VIA SUEZ	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
BOSTON & NEW YORK	SKIPTON CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 29th inst.
SAN FRANCISCO	KATHLAMBA	Brit. str.	—	—	THE BANK LINE, LIMITED	On 10th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 25th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	W. Dixon Hope	OSAKA SHOSEN KAISHA	On 31st Feb., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC R. CO.	On 2nd Feb.
MEXICAN, PERUVIAN & CHINA PORTS VIA JAPAN	KITO MARU	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 18th Feb.
AUSTRALIAN PORTS	EMPEROR	Brit. str.	—	—	THE BANK LINE, LIMITED	On 8th inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 12th inst., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	CHANGSHA	Brit. str.	1 m.	Takeda	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	GUYARAT	Brit. str.	—	F. C. Gambrell	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI, MOJI & KOBE	HYACINTH MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	KAMAKURA MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 14th inst., at 10 A.M.
SHANGHAI	CHANTUNG	Brit. str.	1 m.	Tomimaga	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUKIYANG	Brit. str.	—	Higo	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUKIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	NILGIRI	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at D'light.
SHANGHAI	UNHWA	Brit. str.	1 m.	A. M. King	P. & O. S. N. Co.	About 8th inst.
SHANGHAI	HOPKINS	Brit. str.	—	W. L. Jones	BUTTERFIELD & SWIRE	On 9th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MONGARA	Brit. str.	—	Robertson	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CORDELLER	Pres. str.	—	R. P. Fyfe, R.N.R.	P. & O. S. N. Co.	About 10 h inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	Kawashima	MESSAGERIES MARITIMES	On 10th inst.
TAMBU, KEBELUNG VIA SWATOW & AMOI	DAIJI MARU	Jap. str.	—	S. Sato	NIPPON YUSEN KAISHA	On 9th inst., at 10 A.M.
SWATOW, AMOI & FOOSHOW	SOSHI MARU	Jap. str.	2 h.	A. Kobayashi	OSAKA SHOSEN KAISHA	To-day, at 8 A.M.
SWATOW, AMOI & FOOSHOW	HAIBU	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAFFRANK & Co.	On 7th inst., at 1 P.M.
SWATOW, AMOI & FOOSHOW	YUKIYANG	Brit. str.	—	W. O. Farnsworth	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 P.M.
MANILA, OBU & ILOILO	YUKIYANG	Brit. str.	—	W. M. Menzies	BUTTERFIELD & SWIRE	On 8th inst., at 3 P.M.
MANILA	LOONGWA	Brit. str.	1 m.	Sidford	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	PHANG MARU	Jap. str.	—	W. G. G. Leatt	NIPPON YUSEN KAISHA	On 15th inst., at 3 P.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	SAIGON MARU	Jap. str.	—	Muramatsu	OSAKA SHOSEN KAISHA	On 7th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	P. Knight	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CHUYEN MARU	Jap. str.	—	S. Fujino	NIPPON YUSEN KAISHA	On 8th inst.
MAINTENANCE & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	To-day, at 10 A.M.
HAIPHONG & HOIHOW	DAIJI MARU	Jap. str.	—	T. Konishi	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
HAIPHONG	KAIPONG	Brit. str.	1 m.	J. E. Evans	BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
HOIHOW & HAIPHONG	LOONGWA	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 8 A.M.
SANDAKAN	MATANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Wed'day 5th Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed'day 5th Jan., 3 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Friday 7th Jan., D'light.
HAIBOW & HAIPHONG	"LOKSANG"	Friday 7th Jan., 8 A.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday 8th Jan., 3 P.M.
MANILA	"YUKSANG"	Saturday 8th Jan., D'light.
SHANGHAI	"HOPSANG"	Sunday 9th Jan., D'light.
MANILA	"LOONGSANG"	Saturday 16th Jan., 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "MAUSANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YUKSANG," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Lahad Dato, Singapore, Tawau, Uluken, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 5th January, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

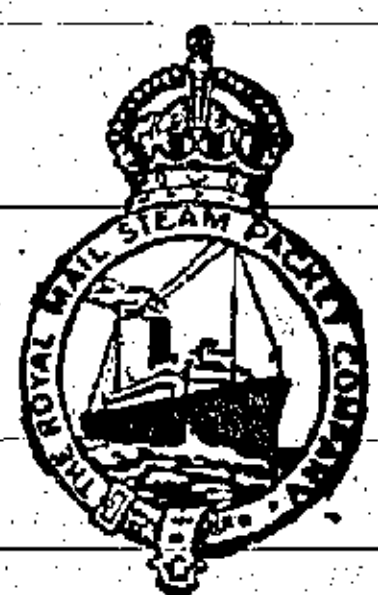
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

AGENTS

Telephone No. 215.

Hongkong, 16th April, 1915. [24]



THE ROYAL
 R.M.S.P.
 MAIL STEAM
 PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS

Telephone No. 215 Sub. Ex. 10

Hongkong, 26th October, 1915. [23]

CANADIAN PACIFIC RAILWAY

COMPANY'S

STEAMSHIP LINE

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN"—REDUCED FIRST CLASS FAIR.

"MONTAGUE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN"—2 Feb. "EMPRESS OF ASIA"—20 APRIL.

"MONTAGUE"—18 "MONTAGUE"—25

"EMPRESS OF RUSSIA"—23 MAR. "EMPRESS OF RUSSIA"—18 MAY.

"EMPRESS OF JAPAN"—5 APR. "EMPRESS OF ASIA"—15 JUNE

For further information, Sailings, Guide Books, etc., please apply to

* Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK,

GENERAL TRADING AGENT,

HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND

CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG.

Connecting with

"GUJARAT"

From Colombo

18th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS TO BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route, and affording the Quickest Freight

Transport from the ORIENT TO SOUTH AFRICA.

S.S. "SALAMIS"

Proposed Sailing

From Hongkong: 3rd Feb., 1916

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP Co., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer

"KANSAS"—On 15th Feb.

Subject to change without notice

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO REES & Co., CANTON.

GENERAL AGENTS

Hongkong, 25th October, 1915. [104]

SHIPPING IN PORT

STEAMERS.

ANNA, Norwegian str., 1,617, Arutzon, 3rd January—Bangkok 29th December, Rice—Thoresen & Co.
 ASIA MARU, Japanese str., 2,411, Y. Mishi, 1st January—Singapore, 26th December, General—Order.
 CAMILLO, British str., 3,149, J. Roberts, 29th December—Singapore 18th December, Bulk Oil—Asiatic Petroleum & Co.
 FOOKANG, British str., 1,687, T. A. Mitchell, 28th December—Moji 23rd December, General—Jardine, Matheson & Co.
 HALDIS, Norwegian str., 1,085, A. Sween, 2nd January—Nanta Bay 30th December, Salt—Java-China-Japan Lijn.
 HONGKONG, French str., 739, A. Marguerite, 1st January—Haiphong, 30th December, General—A. R. Marty & Co.
 HYSUN, British str., 4,992, G. Moir, 31st December—Singapore 29th December, General—Butterfield & Swire.
 JINJU MARU, Japanese str., 1,895, Yatsunagami, 1st January—Chingwantao 24th December, Coal—Dodwell & Co.

P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, NELLORE and YOKOHAMA	About 8th Jan.	Freight and Passage
SHANGHAI, MOJI, KOBÉ, MONGARA and YOKOHAMA	About 10th Jan.	Freight and Passage
LONDON and BOMBAY via NOVARA	3 P.M. 14th Jan.	See Special Advertisement
LONDON and BOMBAY via KASHMIR	About 29th Jan.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

For Superintendent.

Hongkong, 5th January, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"KAIFONG"	On 6th Jan., 11 A.M.
SHANGHAI	"SHANTUNG"	On 6th Jan., 4 P.M.
SHANGHAI	"CHENAN"	On 9th Jan., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 11th Jan., 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGHONG," "TUOHOW," "YINGHONG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th January, 1916. Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN"	Capt. A. H. Stewart	FRIDAY, 7th Jan., at 1 P.M.
"HAIKING"	Capt. W. C. Passmore	WED' DAY, 12th Jan., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 5th January, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 5th December, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
"EMPIRE"	7th Jan.	On 12th Jan., 11 A.M.
"EASTERN"	30th Jan.	On 31st Jan., 11 A.M.
"ALDENHAM"	2nd Feb.	On 23rd Feb., 11 A.M.
"ST. ALBANS"		On 16th Mar., 11 A.M.

* Fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong.
CHIYO MARU	17,200—15 knots	SATURDAY, 8th Jan.
CHIYO MARU	22,000—21 knots	TUES., 25th Jan.
DAIREN MARU	8,000—14 knots	TUESDAY, 3rd Mar.
PERSIA MARU	9,000—17 knots	THURSDAY 3rd Feb.
TENYO MARU	22,000—21 knots	TUES., 15th Feb.
NIPPON MARU	11,000—16 knots	TUESDAY, 29th Feb.
ANYOMARU	18,500—19 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	TUES., 14th Mar.

* Cargo only.

† Via MANILA, Omitting Shanghai.

‡ Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon.
"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK	£80. " " " £96.10.
" " " SAN FRANCISCO	£45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Pacific Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200—15 knots	SATURDAY, 8th Jan.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGING AGENT,
King's Building.

Telephone 591.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBÉ AND CORDELLERE

YOKOHAMA

Without Transshipment

ANDRE LEBON

On 24th Jan

HOMEWARD

MARSEILLES VIA HAIPHONG

SAIGON AND PORTS

Without Transshipment

PORTHOS

On 22nd Jan.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI AND YOKOHAMA

T. Hamada

TUESDAY, 11th Jan., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer

"SAIGON MARU"

T. Yamaguchi

FRIDAY, 7th Jan., at Noon.

FOR TAMSUI AND KRELUNG VIA SWATOW AND AMOY.

Steamer

"DAIUN MARU"

S. Saito

SUNDAY, 9th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer

"SOSHU MARU"

A. Kobayashi

WED' DAY, 6th Jan., at 8 A.M.

FOR HAIPHONG VIA HOIHOW.

Steamer

"DAIGI MARU"

T. Konishi

WED' DAY, 6th Jan., at 10 A.M.

These Steamers of Coast and Fernona Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sun Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI

MANAGER.

Second Floor, No. 1, Queen's Building.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer to	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	HAI	KONG	MARSEILLES and LONDON	LES	LOWE'S
		about	about		1916	1916
1916						
Jan. 2	NOVARA	Jan. 10	Jan. 14	ARABIA	Feb. 12	Feb. 19
Jan. 16	KASHMIR	Jan. 24	Jan. 28	KASHMIR	Feb. 26	Mar. 4
Jan. 30	SARDINIA	Feb. 7	Feb. 11	KHYBER	Mar. 11	Mar. 18
Feb. 12	NAMUR	Feb. 20	Feb. 24	MEDINA	Mar. 28	Apr. 1
Feb. 27	NANKIN	Mar. 8	Mar. 10	MONGOLIA	Apr. 8	Apr. 15
Mar. 13	NOVARA	Mar. 20	Mar. 24	MAIWA	Apr. 22	Apr. 29
Mar. 28	MALTA	Apr. 3	Apr. 7	MOOLTAN	May 6	May 13

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	£111.	£102.	£78.	£78.	£78.	£78.
MARSEILLES	£105.	£86.	£75.	£75.	£75.	£75.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS.

STEAMERS	Leave Y.HAMA	Leave SHANGHAI	Leave H'KONG	Leave SINGAPORE	Due at Marseilles if calling	Due at LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
NELLORE	Jan. 17	Jan. 27	Feb. 2	Feb. 8	Mar. 9	Mar. 16
MONGARA	Jan. 31	Feb. 10	Feb. 16	Feb. 22	Mar. 23	Mar. 30
NORE	Feb. 23	Mar. 9	Mar. 15	Mar. 21	Apr. 10	Apr. 27
NAGOYA	April 10	April 20	April 26	May 3	June 1	June 9

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £88 Single £87 Return, 2nd Saloon £42 Single £43 Return

FARES TO MARSEILLES:

1st Saloon £84 Single £83 Return, 2nd Saloon £40 Single £41 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,
FOR SUPERINTENDENTNIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DEPARTURES	TONS	SAILING DATES
MARSEILLES and LONDON	MISHIMA MARU	16,000	THURSDAY, 13th Jan., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU	21,000	THURSDAY, 17th Jan., at Noon.
VICTORIA, B.O. and SEATTLE VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	SADO MARU	14,500	SATURDAY, 16th Jan., at Noon.
	AWA MARU	12,500	TUESDAY, 26th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BANGORANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	FRIDAY, 14th Jan., at 4 P.M.
	HITACHI MARU	13,800	TUESDAY, 15th Feb., at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	CEYLON MARU	10,000	SATURDAY, 8th Jan.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	PENANG MARU	8,000	SATURDAY, 8th Jan.
SHANGHAI, MOJI and KOBÉ	KAMAKURA MARU	12,500	WED' DAY, 6th Jan.
SHANGHAI, KOBÉ and YOKOHAMA	HAKATA MARU	12,500	FRIDAY, 29th Jan.
NAGASAKI, KOBÉ and YOKOHAMA	HITACHI MARU	9,600	FRIDAY, 14th Jan., at 10 A.M.
SHANGHAI, KOBÉ and YOKOHAMA			

SOME PRINCIPAL FARES.

To London	1st Single	Yen. 600.	To Marseilles	1st Single	Yen. 580
" "	Return	" 900.	" "	Return	" 880
" "	2nd Single	" 400.	" "	2nd Single	" 380
" "	Return	" 808.	" "	Return	" 580
To London, Southampton, Liverpool via New York			2nd Single		201.50
" Victoria, Vancouver, Seattle, Montreal			1st Single		237.10
" "			Return		587.10
To Sydney, 1st Single	£40.	To Melbourne, 1st Single	£41.		
" 1st Return	£72.	" 1st Return	£73.16		
To Yokohama, 1st Return	\$150.	To Kobe, 1st Return	\$135.		
" 2nd	\$90.	" 2nd	\$63.		

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos 292 and 1941.

